

# Destination:

## Jefferson City to Defiance

Each issue, the *Pathways* staff chooses a notable destination and explores the paths that lead to it, spotlighting attractions, points of interest and oddities along the way.

After all, getting there is half the adventure.

Route 94 snakes along the north side of the Missouri River through wooded hills, flat flood-plains, corn and soybean fields and a string of historic villages. A lot of travelers believe the stretch between Hermann and Defiance, with its numerous vineyards and 10 popular wineries, is the most scenic section of the trip. But several portions of Route 94 heading east out of Jefferson City are equally breathtaking.

Before you hit the road, however, take time to explore your State Capitol and the complex around it. Set high on a bluff, the Renaissance-style Capitol was completed in 1918. Actually it's Missouri's third one. The previous two both were destroyed by fire, in 1837 and again in 1911. Chunks of each can be seen in the Lohman Building museum in the Jefferson Landing State Historic Site. Located two blocks from the Capitol and built in 1839, the former warehouse-tavern-hotel is the oldest building in Jefferson City and probably was one of the busiest in its heyday as a steamboat stop. Nearby, the Union Hotel, built in 1855, served businesspeople and travelers into the mid-1870s. It now houses the Elizabeth Rozier art gallery and the Amtrak station.

Back at the Capitol, that's Ceres, the goddess of agriculture, atop the 238-foot tall dome. Inside, the marble, murals and early 20th-century grandeur offer a solid impression of our state. The Missouri Museum on the first floor traces the history of the state and describes its natural resources in a series of well-designed exhibits. Take a moment to admire the big bronze state seal in the center of the rotunda, then travel to the third-floor House of Representatives

*Route 94 is a scenic road through wine country, farmland and the pioneer past*

**By Pam Droog**

Lounge to gaze at Thomas Hart Benton's famous work, "A Social History of the State of Missouri."

A couple blocks east is the Governor's Mansion, featuring authentic 1871 Renaissance Revival furnishings, a gorgeous winding stairway, marble fireplaces and elaborate ceiling stencils. Portraits of Missouri's First Ladies hang in the rooms. Tour times vary by the season so call first.

With its flowerbeds, pools and stone stairways, the Governor's Garden, located behind the Governor's Mansion, is a lovely spot to relax. Across from the mansion is the Cole County Historical Museum which houses a collection of First Ladies' inaugural ball gowns and an antique toy collection.



PHOTOS BOTH PAGES BY CATHY MORRISON. STATE SEAL PHOTO BY TOM BAKER



**The Union Hotel and Lohman Building, the Governor's Mansion, the Missouri State Capitol**

Downtown Jefferson City – all four blocks of High Street – is a nice place to stroll and stop in the specialty and antique shops, restaurants and bars, art galleries, pool hall, book store and more. It's Jefferson City's nod to urban living.

Now jump in the car, get on Route 54 east, cross the Jefferson City Memorial Bridge into Callaway County and exit onto Route 94 east. Within minutes you'll reach an eight-mile stretch on which MoDOT is replacing four old, narrow bridges that will make traveling this route safer and easier later this year. As Route 94 passes the blink-of-an-eye rural towns of Wainwright, Tebbets and Mokane, you'll travel through a scene that keeps repeating itself: the Katy Trail and towering bluffs on the left, and the rich, expansive Missouri River floodplain on the right. It's an easy drive on a curving two-lane.

But once you pass Steedman the road leaves the plain and climbs up into the bluffs. The scenery changes dramatically and provides panoramic views that go on for miles. Eventually Route 94 drops into Portland, a time-weathered village known for the Riverfront Bar and Grill, home of "Groceries, Games and Grub." It's located on a Katy Trail trail-head, right on the river.

Soon after you leave Portland, watch the signs because Route 94 turns right and rises up into Montgomery County, curving and twisting all the way. Forested hillsides surround you, and even on a sunny day you can drive through dark patches as the trees shade the road.



Approaching Bluffton, Route 94 descends and sharply turns at the 222-acre Grand Bluff Conservation Area, where the Katy Trail crosses the road. Ahead is the Grand Bluff itself, a 300-foot tall dolomite bluff – a landmark as recognizable and awe-inspiring (at least locally) as Honolulu's Diamond Head.

Take a left onto Route P, a pretty, rural two-lane road, for a side trip to the Shrine of Our Lady of Sorrows in Starkenburg. This holy complex is as peaceful as it is compelling, complete with hidden grottos, a historic cemetery, proven miracles and little bottles of Lourdes water you can buy for 25 cents.



**The cured have abandoned their crutches at the Shrine Chapel at Starkenburg.**

Buildings on the serene grounds are St. Martin's Church, a national historic site built in 1873; the rustic log Chapel of the Woods; and the lovely Shrine Chapel, built in 1910, where the grateful have put marble plaques all over the walls and the formerly crippled have abandoned their crutches at the foot of the altar.

Mass is not celebrated at St. Martin's anymore, and people are willing to pay a lot of money to have their weddings





**Grand Bluff, a well-known Katy Trail landmark**



**An overview of Hermann**

there but it's not allowed, says a volunteer who was polishing the brass in anticipation of the September pilgrimage.

"The bishop says it's just a picnic spot now," she says, "but our ancestors are buried here so we keep it up."

Back on Route 94, another 10 miles of bluffs and floodplains brings you to Rhineland, incorporated in 1896 by German settlers who felt the Missouri River valley reminded them of home. But besides making the farmland fertile, the river also tended to flood, and after the double devastation in July 1993, residents said, "Enough."

About 50 floodplain-property owners, taking advantage of a \$1 million federal buyout plan, had their houses loaded onto trailers and hauled up to the new Rhineland, a 40-acre pasture overlooking the former town. As a result, a tour around the hilltop town passes an eclectic mix of aging Victorian mansions, white clapboard gingerbread cottages and new suburban ranches.

Three more miles on Route 94 leads you to Route 19, where you turn right to Hermann. The old bridge you're crossing may not be around in a few years, since MoDOT plans to replace it with a new \$23 million bridge when funds become available.

Before you is a picturesque scene of church steeples, red-brick homes, railroad tracks and river bluffs.

Hermann was settled in 1837 by the German Settlement Society of Pennsylvania. The area wasn't suitable for farming but it was ideal for growing grapes. In fact, prior to Prohibition, the vineyards in Hermann and other areas made Missouri the second largest wine-producing state in the nation. The Hermann area officially is recognized as one of America's First Wine Districts. Its award-winning wineries are big attractions, as well as numerous bed-and-breakfasts and popular festivals. The historic district is fun to prowl with its unique shops, restaurants and galleries.

Take time to stop by the German School at Schiller and Fourth streets, built by the early settlers in 1839. Today it's a museum with period rooms and exhibits on riverboat history and early winemaking. Climb the well-worn stairs to the second floor and check out the original clock mechanism, a wind-up antique that's kept the school-tower clock running continuously since 1890. If you're lucky you'll get a demonstration by one of the "clock-winders," local men and women who volunteer to wind the clock every few days.

Another fascinating glimpse into the past is the Deutschheim State Historic Site at 109 W. Second Street. The Deutschheim consists of four preserved and furnished homes, a barn and period gardens



**Grapes on their way to becoming wine**

PHOTOGRAPHS THIS PAGE BY CATHY MORRISON. OPPOSITE PAGE: TOP AND BOTTOM LEFT BY CATHY MORRISON; BOTTOM RIGHT BY PAM DROOG

that provide a good overview of German immigration and daily life in Missouri. The Museum Shop features German imports, genealogy materials and toys.

Back across the bridge, we return to Route 94 east and enter Warren County. On the left is an entrance to the 3,520-acre Daniel Boone Conservation Area, an area of deep valleys, glades and rugged, wooded hills. Beyond this point, the roller-coaster-like road and exquisite rural scenery make the second half of the trip a popular Sunday-drive destination. Along the way, nestled in a curve, stands the St. John's United Church of Christ, a picturesque 1880 site with its white exterior, red door and green lawn.

Once you pass Smith Creek, the road bends and opens up a view of the Missouri River. The road follows the river closely, past farms and fields, to Route N. Turn left to enter the tiny town of Treloar, a Katy Trail trailhead. Turn right to keep going on Route 94 to Peers and the Peers Store, a well-known pit stop for bicyclists.

Soon you'll see the landmark Twin Gables restaurant and that means Marthasville, a river town that's also seen its share of floods. Founded in 1817, many of Marthasville's



**St. John's United Church of Christ, circa 1880**



**Historic and modern homes are neighbors in the new Rhineland.**

historic buildings are still in use, as originally intended or reconverted, including a railroad boarding house and feed store, log cabins and churches. The town is a popular Katy Trail stop.

Just past Marthasville, turn left onto Boone Monument Road and go one-half mile to the Daniel Boone Monument. The road ends and there's no directional sign but we guessed left and were right. Park on the small pull-off, then cross the road and climb the steps and there you will see the grave of famed pioneer Daniel Boone. Or will you?

As the story goes, Boone chose the site as a final resting place for himself and his wife, Rebecca, who died in 1813. He died in 1820 at his son's home near Defiance, Mo. (traditionally named the Daniel Boone Home), and was buried next to his wife. In 1845, the grave was exhumed and the contents were removed by a delegation from Frankfort, Ky., where Boone achieved fame as a legendary pioneer. However, the story goes the grave next to Rebecca's was already occupied when Boone died, so he was buried

at her feet. A forensic anthropologist studied a plaster cast of the skull in Frankfort's "Daniel Boone" grave in 1983 and said it belonged to a large African American man. So who's where?



**Daniel Boone's tombstone ... or is it?**





If you're lucky, you'll encounter historian and Boone family researcher Ken Kamper at the monument. He comes around every couple of weeks to mow the lawn and talk to visitors. Kamper says Boone could be buried in Kentucky or he still could be buried at the "foot" end of the Missouri gravesite.

"Old photos show a depression in the ground right about here," he says, pointing to the area at the end of the grave, near an old sign, where Kamper believes the old beaver-trapper still may lie. In any case, Kamper is glad to share other interesting tales of the Boone family and Missouri history, like the fact that 200 years ago this area of Missouri was the farthest western point of white settlement in America, and that the earliest pioneer trails originated here.

Return to Route 94 east and drive about 10 miles to Dutzow. This tiny town built along a bend in the road was the first permanent German settlement in Missouri in 1832. It has a church, school, fire department and post office, bank, beauty parlor, antique shops, tractor dealer, nursery and winery. It's a favorite stop for Katy Trail cyclists.

Follow Route 94 beyond Dutzow into St. Charles County to Augusta. These seven miles offer beautiful vistas of vineyards and farmland. However, your driver better keep his or her eyes on the curvy, hilly road – especially if you plan to stop at one or more of Augusta's wineries.

First stop is Centennial Farms and Orchard on Jackson Street, a roadside-stand that grew. In the fall it's a wonderland of pumpkins, apples, grapes, jelly, apple butter,

honey, straw bales, corn stalks and other autumnal delights. Also on the grounds is The Homestead Hearth, a two-story house built by Leonard Harold, a Daniel Boone disciple who raised 12 children and outlived two wives there. It's an antique/herbs/gift shop now.

For a town of its size (population 300), Augusta has an impressive variety of antique and gift shops, restaurants, bed and breakfasts and an interesting history museum, most within walking distance. Katy Trail travelers frequently stop here.

Route 94 descends from Augusta to vast stretches of rich Missouri River bottomland, the result of the river changing its course in the 1870s. For several miles it's déjà vu all over again, with towering bluffs on the left and farmland on the right. There's a Katy Trail trailhead at Matson (and not much more). Then it's on to Defiance, where restaurants and shops add to the atmosphere of this cozy bend-in-the-road town.



A guide at the Daniel Boone Home



Boone historian Ken Kamper

A few miles farther, turn left on Route F to the last stop on the trip, "Missouri's Most Historic Gem" (says the billboard), the Daniel Boone Home and Boonesfield Village. As mentioned earlier, it's actually the

homestead of Boone's son, Nathan, who built the four-story, blue limestone home from 1803-1810. Boone helped with the construction and carved all the walnut mantels. He also made sure Nathan included gun ports, in case the Indians attacked.

Many family possessions are on view, including Boone's personal powder horn and the butter churn he made for Rebecca. Visitors are allowed to see the bedchamber where Boone died on Sept. 26, 1820 after a rigorous beaver-hunting trip. He was buried near Marthasville and his body was moved to Kentucky in 1845 ... or was it?

The complex is quickly becoming a living history village, with an early-1800s log kitchen, an 1832 one-room schoolhouse (the oldest in Missouri), an 1837 cabinet-maker's shop, the 1838 Old Peace Chapel and an 1839 smokehouse. Other buildings are in various stages of reconstruction on the site, which is administered by Lindenwood University. Students and volunteers in period dress populate the village and answer questions.

Find a quiet spot with a view of the old homestead or a log building, and you can almost imagine the sounds and scents of Missouri's pioneer past. It's an appropriate finale to your tour of scenic, historic Route 94.

**Until next time, may your destinations be exciting and the journeys to them eye-opening. ■**

*Pam Droog is editor of Pathways and an outreach specialist at MoDOT General Headquarters.*

# In The Mode

## The Transportation Quiz



### Interstate Connections

**On the 40<sup>th</sup> anniversary of the interstate highway system, President Bill Clinton said the law that created it did more to unite Americans than any other legislation of the 20<sup>th</sup> century. That law – the Federal Aid Highway Act – was signed in 1956 by President Dwight D. Eisenhower. He believed a national system of efficient highways would improve commerce, mobility and national defense.**

**How much do you know about the interstate highway system?**

- 1** I-70 passes through \_\_\_\_ states?
  - a. 9
  - b. 18
  - c. 10
  - d. 6
- 2** I-70 in Missouri was completed in 1965. When was I-44 completed?
  - a. 1973
  - b. 1965
  - c. 1966
  - d. 1979
- 3** How many miles of interstate highways does Missouri have?
  - a. 1,542
  - b. 294
  - c. 896
  - d. 1,187
- 4** The Father of the Interstate System:
  - a. Douglas MacArthur
  - b. Harry S. Truman
  - c. Dwight D. Eisenhower
  - d. John F. Kennedy
- 5** Where did I-44 construction begin?
  - a. Greene County
  - b. Laclede County
  - c. Jasper County
  - d. St. Louis County
- 6** Name the first piece of I-70 in Missouri, 2.6 miles in St. Charles County.
  - a. Route 66
  - b. Daniel Boone Parkway
  - c. Mark Twain Expressway
  - d. Busch Gardens
- 7** Where did the first eight miles of the interstate system open on Nov. 14, 1956?
  - a. I-70 in Topeka, Kan.
  - b. I-70 in Columbia, Mo.
  - c. I-70 in St. Charles, Mo.
  - d. I-44 in Lebanon, Mo.
- 8** The system has more than 46,000 miles. How many were planned?
  - a. 13,000
  - b. 104,000
  - c. 67,000
  - d. 42,000
- 9** When was the system's last link, I-105 in Los Angeles, completed?
  - a. 1993
  - b. 1997
  - c. 1980
  - d. 1976
- 10** When was the word "interstate" first used on the Missouri highway map?
  - a. 1960
  - b. 1956
  - c. 1939
  - d. 1944

Sources: [www.roadfan.com](http://www.roadfan.com); *Public Roads* magazine historian Richard F. Weingroff.

Answers: 1 - c; 2 - c; 3 - d; 4 - c; 5 - b; 6 - c; 7 - a; 8 - d; 9 - a; 10 - c.

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